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By Mr. H. O. A.
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HONGKONG, MONDAY, APRIL 26, 1915.

卯乙亥歲年四國民華中

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Communications relating to news should be addressed to THE EDITOR.
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All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

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816

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OF CHINA.SIXTEEN MILLION DOLLARS
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MILLION DOLLARS (\$8,000,000)SUBSCRIBERS to the above LOAN
are hereby notified that the interest
payments for the month of April amounting
to Dollars One Hundred and Twenty
thousand (\$12,000) have been duly received
by the Undersecretary and brought to L-
an Service Account.F. A. AGLEN,
Inspector General of Customs,
and Vice Chairman of the Bureau of
National Loans.Inspector General of Customs,
P. King, 14th April, 1915. 374

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Hand to Hand Fight at Street
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(From "The Daily Telegraph.")

Yesterday evening (March 21) the
Press Bureau issued the following des-
criptive account, communicated by an
eye-witness present, with General Head-
quarters, which continues and supplies
the narrative published on the 18th
instant of the movements of the
British Force and the French Armies in
the vicinity of St. Eloi.

March 19.

Since the action at St. Eloi on the
14th and 15th there has been no fight-
ing on our front. This action has been
somewhat eclipsed by the story of Neuve
Chapelle, but, although it was of com-
parative unimportance, since it left the
situation very much as it had been be-
fore, it gave equal proof of the fighting
qualities of the British soldier.The village of St. Eloi lies at the jun-
ction of two main roads, one the road
from Ypres to Arras, the other the
road from Ypres to Warneton. Our
line runs close round the village on the
east, and on the south side of its bend
away westward, so that the enemy may
be said roughly to face the village on two
sides. To the south-east there is a
large mound, or tumulus.On the evening of Sunday, the 14th,
after an extremely heavy artillery fire
directed against our trenches along the
eastern and south-western sectors, the
Germans endeavoured to rush our line.
This attempt succeeded so far as the
latter sector was concerned, for the
trenches had been blown in, and were
absolutely untenable. To the east of the
village, however, our infantry made a
most determined stand. Their fire was
swift and well-directed, that the
losses among the assailants were terri-
ble, our men sticking to their posts till
the last-in fact, till they were over-
whelmed by sheer weight of numbers.

EVERY DRIVE OUT.

The Germans then rushed the sup-
port trenches and also the mound, which
they had blown up by a mine, and fol-
lowing up their success penetrated into
the village itself. They were, however,
not allowed to remain long in undisputed
possession of it. Our first counter-attack
took place at 2.30 a.m. on the 15th, and
was only partly successful, the enemy
still retaining possession of St. Eloi,
and some breast-works and trenches.By another effort made nearly two
hours later we succeeded in driving him
completely out of the village, and in
reoccupying all the trenches which had
not been destroyed. The mound, how-
ever, still remained in the hands of the
Germans, though it has been subjected
to so heavy a fire that little use can be
made of it.The fighting in St. Eloi itself was, as
usual in such cases, of the fiercest de-
scription. On gaining the place the Ger-
mans had erected baricades across the
streets defended by machine guns, and
there had to be constant sniping and
our men coming on time after time re-
gardless of their losses until the village
had been cleared of the enemy.When morning dawned a search was
carried out among the houses for the
wounded, and on this occasion the Ger-
mans displayed a humanity which, in-
fortunately by no means always shown
by them, for they refrained from firing
on our brave parties, who were engaged
in carrying away the wounded within
quite close range.During the day of the 15th they made
a last effort to recover the ground by
assault. Presumably it was not intend-
ed to be more than a forlorn hope, for
not more than 200 men took part in it.
Few can have escaped, and the bodies
were afterwards counted in front of our
trenches.The accounts of much of the fighting
that has taken place in the Western
theatre of operations during the winter,
leading as they have with infinitesimal
gains or losses of ground, naturallyprompt the question of what advantage
or disadvantage to either side can be
advances and retreats which in any
other field campaign would have been
considered too trivial for record.

MYSTERY OF MINOR SUCCESS.

The answer is twofold. In the first
place, a success, especially that of an
offensive, of which some definite point
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—OFFICE OF OUR ARMY.

HEAVY GERMAN LOSSES.

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and 18th, passed quietly, except for
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the misty weather to try to reach their
own trenches by advancing across the
open near Lo Tanguet. They were seen,
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war there have been some dramatic mo-
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to assault, were watching the bombard-
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to jump up on the parapets brandishing
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in the roar of the guns. When the rush
was actually made our losses were
telling. It was only in the subsequent
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wounded had to thank our men for
many acts of kindness even in the ex-
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to speak. The casualty lists tell the
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IN PINTS & SPLITS.
Very light, extremely palatable & refreshing.
Brewed from the finest English malt and hops.
SOLE AGENTS
A. S. WATSON & CO., LTD.,
Wine & Spirit Merchants.

2A. QUEEN'S LEAF, HONGKONG
Hongkong, July 11, 1952

THE FRUIT SEASON.
BOWEL complaint is sure to be
lent during the fruit season. Be
to keep a bottle of Chamberlain's
Cholera and Diarrhoea Remedy on
It may save a life. For sale by all
Sole Agents

distance in 2.50, last half-mile 1
quarter 32.4. Mahatma—an old
nema, like the flowers, to bloom
spring, and confirmed previous
form by travelling a mile in 2
half-mile 1.05, final quarter
Chorfield went 2 miles in 2.12.1
mile 2.03, and last quarter 32.3.

Drakekeepers.

filled. The bombardment of Hill Sixty grew hotter in the evening as the British infantry re-assaulted, but they soon discovered that the spirit of the British was unbroken by the high explosives to which they had been subjected. The British machine guns again did tremendous execution and the attack was repulsed. Another at 8 o'clock in the evening met the same fate, yet the Germans did not admit defeat. Hand grenades and machine guns were used in the attack, and the British machine gun batteries all night long made repeated "forwards" alternating with the bombardments. The fighting in the labyrinth of trenches was almost incessant, and was continually surging backwards and forwards. The British on Wednesday held the position except at one point, from which the Germans were driven in the afternoon, but high explosives and phosphorizing shells were rained on the defenders. The Germans brought their field guns to close range, but, nevertheless, the cannonade diminished in the evening, and the British infantry were firmly established in the captured position.

Longfellow, July 19, 1850

BY TELEGRAPH.

SPLENDID WORK BY H.M.S. TRIUMPH.

London, April 26, 1.30 a.m.
 Reuter's correspondent aboard H.M.S. Triumph telegraphs that the ship entered the mouth of the Straits of the Dardanelles and opened fire with her 7.5 in. guns at a Turkish trench at the western end of Gallipoli at a range of 7,000 yards. After half an hour's bombardment the Triumph proceeded further up the Straits in search of another trench. Another position, with howitzers, dropped sixteen shells around the ship, and three struck her, inflicting trivial damage, and wounding only two men. The Triumph silenced the battery a few minutes after its position was located, and then resumed the bombardment of the enemy's trenches.

HOW THE GERMANS USE ASPHYXIATING VAPOUR.

London, April 26, 1.30 a.m.
 The Eye-Witness in the North of France states that in the German attack on Boesinghe he is of opinion that the Germans did not use special asphyxiating shells, but a kind of vapour was projected from the German trenches by some means as yet unknown. The Allies had previously noticed that something unusual was in progress behind the parapet of the enemy's trench, in which openings had been made. The Germans waited for a favourable wind to expel under pressure fumes which are identified as proceeding from chlorine gas. The Allies were amazed on seeing thick clouds of blackish fog moving in their direction. The Germans, profiting by the momentary confusion, issued from their trenches, supported by artillery fire. The leading Germans wore masks, permitting them to cross the infected zone.

SUCCESSFUL COUNTER-ATTACKS BY THE ALLIES.

London, April 25, 4.45 p.m.
 A Paris communique states: Our counter-attacks in Belgium are being continued successfully and in close co-operation with our Allies. The Germans, who made their attack with two Army Corps, continued to employ asphyxiating gases. Some of their projectiles, which were unexploded, contained large quantities of the gas.
 We made appreciable progress northward on the right bank of the Yser Canal. The British, despite the violent counter-attacks reported yesterday, maintained all their positions. On our right, we stopped a trench in Argonne, taking prisoners and two machine guns. The Germans on the Heights of the Meuse made a whole division against a column trench on a front of less than a kilometre. At the outset they bent our front line, but they themselves were forced backwards by a counter-attack.

NORTH OF YPRES.

London, April 26, 12.25 a.m.
 The Paris evening communique states that north of Ypres fighting continues in favour of the Allies.
 The Germans attacked at several points the British from north, south, north-east and south-west, but gained no ground. We progressed on the right bank of the Yser Canal by vigorous counter-attacks. Elsewhere there is nothing noteworthy.

THE LATEST CASUALTIES.

London, April 25, 8.20 p.m.
 Killed:—W. W. Barling, C. F. Barnett, W. Boone, A. Huth, L. G. Playfair, A. M. E. Swabey, Capt. B. Wyndham.
 Wounded:—E. C. Miles, G. Beyfus, G. Borland, A. E. Barnett, A. Chestham, F. Conely, H. Crisp, W. E. Cunningham, J. Derbishire, C. W. Dixon, (K. O. Yorkshire Light Infantry), H. Doe, C. R. Dudgeon, W. O. Edwards, W. O. Field, F. W. Hammond, C. H. Kent (Yorkshires), A. N. Lewis, R. Marinas, Capt. R. Milbank (Wellingtons), W. P. Paterson, A. B. Playford, H. A. Poland, W. Ramsay, T. Rutton, T. F. Upton, Lieut. R. Way, (K.O.Y.L.I.) E. M. Webb, T. Wills, H. F. Westmacott, P. Wills, F. J. Wyley, F. Yates, C. T. Young, C. Revir, H. V. Corbett, A. Gilby, C. R. Henderson, S. Maurice, N. Mosley, D. O'Rourke, C. E. P. Sankey, J. B. Sidebottom, E. G. Stocker and B. Whitstone.

GERMAN SUBMARINES SINK NEUTRAL VESSELS.

London, April 25, 3.15 p.m.
 German submarines sank the Norwegian barques "Eva" and "Oscar" in the North Sea and directed the Danish steamer "Anna" to pick up the crews, who were brought to Burntisland.
 The Germans seized the Danish steamer "Nidros", making for Grimsby with dairy produce, and took her to Port Island, Silt.

AN IMPORTANT RUSSIAN CAPTURE.

London, April 25, 3.15 p.m.
 A telegram from Petrograd states that the Russians' capture of Hill 1001 is important as it will greatly facilitate the conquest of the Ussok Pass as it reduces the significance of Hill 992, which is still held by the enemy.

MOVEMENTS OF GERMAN TROOPS IN BELGIUM.

London, April 25, 3.15 p.m.
 A telegram from Amsterdam states that German activity in the movement of her troops in Belgium is comparable with the early days of the war.

ENDLESS TRAINS OF GERMAN DEAD AND WOUNDED.

The extent of the German losses in Flanders is shown by the endless trains of dead and wounded which have been passing through Bruges all week. Thousands have been buried in the great military cemeteries at Moorslede and Hasselt.

THE CANADIANS IN ACTION.

A BRILLIANT AND SUCCESSFUL ADVANCE.

London, April 24.
 The Press Bureau, in a statement, says the fight for the ground where the Germans penetrated between Steenstraet and Langemark continues. The loss of this part of line laid bare the left of the Canadians, who were forced to retire in order to keep touch with the right of the neighbouring troops.
 In the fear of the latter there had been four Canadian 4.7 guns, which thus passed into the hands of the enemy.
 Some hours later the Canadians made a most brilliant and successful advance. They recaptured the guns and took a considerable number of prisoners, including a Colonel.
 The Canadians had many casualties, but their gallantry and determination undoubtedly saved the situation. Their conduct has been magnificent throughout.

BY TELEGRAPH.

GERMAN REPRISALS.

BRITISH OFFICERS IMPRISONED IN BARRACKS.

London, April 24.
 The Press Bureau has issued a telegram received from the American Ambassador at Berlin giving a list of British Officers placed under arrest as reprisal for the treatment accorded to the crew of a German submarine.
 The list consists of 7 Captains and 32 Lieutenants who are among the pick of the British Army. They are from the Guards, the Horse Guards, Dragoons, Lancers, Hussars, Dragoon Guards, Life Guards, the Irish Regiment and the Grenadiers, and they include Captain Robin Grey of the Flying Corps, Lieutenant the Master of Salzoun (eldest son of Lord Saltoun), Lieut. Gooden (son of the ex-Ambassador to Berlin) and Lord Garlick.
 The officers are placed under arrest in barracks at Muehlburg, Burg, Torgau, Cologne and Karlsruhe.

THE "ACTIVE" GERMAN NAVY.

German newspapers contain boastful articles asserting that the whole of the German fleet has several times cruised in the North Sea without meeting any British vessels.
 The *Vossische Zeitung* says that a German Admiral told the Captain of a Norwegian steamer that the German fleet had only one desire, namely, to meet the British.

THE "DESPISED" AWARD FOR COUNT ZEPPELIN.

London, April 24.
 Reuter's Amsterdam correspondent telegraphs that the Kaiser has presented Count Zeppelin with the Iron Cross of the First Class.

(Havas Service.)

Paris, April 24.
 French stock now stands at 72.75.
 Cairo:—Khalil, who attempted to assassinate the late Sultan, has been hanged.
 Stockholm:—A German submarine torpedoed the Finnish steamer "Frank". The crew were saved.

(CONTINUED ON PAGE 3.)

SCOTTISH LETTER.

(From Our Own Correspondent.)

Edinburgh, March 25.
 THE LONDON SCOTCHMAN.
 One day at the end of last week a German shell struck the headquarters of the London-Scottish with disastrous results. The orderly-room-sergeant was killed; the popular adjutant, Captain C. H. Campbell, of the Cameron Highlanders was wounded; another officer lost an eye, and several of the staff were hurt. Since the battalion went out, its total casualties in killed, wounded, and missing amount to nearly 700. Numerous drafts have been sent in reinforcement, and the strength at the front has been maintained. Including the original battalion, they have raised 5350 men. Of these well over 200 have been "presented" to Highland regiments.

THE BANNANS AND THE KILT.
 There is a bit of a tiff between the War Office and the Town Council of Glasgow. It is all about the costumes of the "bannan" battalion that is being raised in the city, by the way, the Lord Provost objects to the title "bannans," he does not consider it polite. The War Office wants to clothe them in trousers; possibly it sees its way to a good offer for a quantity of trousers known to the trade as "small men's." On the other hand, Glasgow Town Council demands the kilt, and expresses the opinion that men rising from 5 feet 2 inches will look better and bigger in the kilt than in any other garb. But consideration, it might be suggested, is demanded for the kilt: how will it look on a battalion in which men of 5 feet 2 inches are giants? On this nothing was said by the members of the Town Council, but we have an uncomfortable feeling that in these circumstances the garb of Old Gael will not be displayed to the best advantage. The other week a man of science, desecrating on the suitability of small men for soldiering, pointed out that the difference in stature between a tall and a short man is almost entirely in the legs. The trunk maintains a pretty uniform length, and the man of 5 feet 2 inches differs from the man of 5 feet 8 inches in having six inches more of leg. It follows that the question can be more particularly asked: Can the kilt look well on a man with short legs? Such a man, having the average size of trunk, will require a full sized kilt, with the result that the interval between the kilt and the ground must be brief. It may be said with confidence that a short-legged man, dwelling in a healthy land, would never have adopted the kilt, for obviously if the garment is not to become bedraggled it must be carried by a gentleman with a sufficiency of shank to bear it clear of health of natural growth, say about 14 inches.

H.M. QUEEN ELIZABETH.
 Weel done Lizzie! ye braw young hizzie, it's ye that's busy toakin' 'thae shells, 'twal' miles an' more, lass, out frae the shore, lass, openin' the door, lass, o' the Bannans.
 Eh! but Sir Francis, his heart just dances—they take his fancies the way they hum!
 Up frae below, to Plymouth Hoe, lass, he'd like to go, lass, and hear his drum.
 An' 'twal' miles an' more, lass, out frae the shore, lass, openin' the door, lass, o' the Bannans.
 He learned the boys, Lizzie, to leave the add'nal 'twal' miles an' more, lass, out frae the shore, lass, openin' the door, lass, o' the Bannans.
 Was half of the noise.
 An' 'twal' miles an' more, lass, out frae the shore, lass, openin' the door, lass, o' the Bannans.
 The' she was aye queer Lizzie, an' awa'—near Lizzie, an' 'twal' miles an' more, lass, out frae the shore, lass, openin' the door, lass, o' the Bannans.
 Just what she'd say.
 J. B. in "Westminster Gazette."

ARMY CONTRACTING FIGHTS.
 We are told that Army contractors are making big profits, and in this connection it is interesting to note that one fortune amassed by Army contracting has arrived.

THE KING'S UNIFORM.

MR. WOOD ON THE "CORRECT THING."

Mr. Wood at the Magistracy this morning speaking to Mr. Leo D'Almada—who appeared in Court in the uniform of a sergeant in the Special Police Reserve, said he thought it was not correct for him (Mr. D'Almada) to appear in uniform, unless he had the permission of the Captain Superintendent of Police.
 Mr. D'Almada pointed out that he was wearing the uniform because he was in duty bound to do so. He was in the same position as members of the Volunteers and Reserves, who appeared before his Worship. They were wearing the King's Uniform as much as he was. It was only a matter of convenience.
 Mr. Wood said he would consider the point whether it was correct for Mr. D'Almada to appear in uniform unless he was prosecuting in an official capacity.

for well over a hundred years. The late Mr. William Forbes of Callendar House, Falkirk, is just announced to have left personality amounting to over £700,000, and landed property of about 60,000 acres situated in four Scottish counties. The founder of the fortune of the family went to London from Aberdeen in the middle of the eighteenth century, and discovered a gold mine in what was then the new process of copper-plate printing. Like most of the new-rich in those days, he invested a considerable portion of his fortune in land. When the semi-bankrupt York Buildings Company, which took over the forfeited estates of the Jacobite lords and ladies who were out in the '45 were selling off their property, he then went to the Falkland Islands, and was rewarded for his tour which he took through New Zealand and South America on behalf of the society before coming to this country. He arrived in the northern part of New Zealand about 1840, and he had been declared, and he saw much of the future of the training of the contingents of troops raised there. A finer set of men he says one could not meet with anywhere. In every town and village the people were stirred, and all were determined to support the Mother Country in what they regarded as a righteous cause. The women were just as energetic in organising relief as they were in the Homeland. On leaving New Zealand he went to South America, where he addressed a number of meetings in various parts. He then went to the Falkland Islands, and was there when the British Squadron engaged the Germans and sank their ships. When he landed on the Falklands just before the engagement, he said, it was a time of great tension there. By the arrival of the British ships they were saved from almost certain death. Without doubt the German ships would have been bombed Port Stanley. The Germans might have given the islanders half an hour to leave down their flag, but he was positive that the Germans, a short Aberdeen, would not have done so. Mr. Forbes said he saw part of the battle from a hill top, and he heard the firing for a considerable time. Then the ships began to sink, and he saw the Germans' duty of burying some of the brave fellows who fell in the fight.

A PARENTS DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right in no sign of being hurt. Get a bottle of Chamberlain's Pain Balm and rub it every five minutes. It is cured for a long time. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

JAPANESE RED CROSS HOSPITAL.

London, April 24.
 President Poincaré, says Reuter's Paris correspondent, has visited the Japanese Red Cross Hospital. His Excellency was received by the Japanese Ambassador and Madame Ishii, and the nurses in the costume of the Red Cross organisation. The President inspected the wards, being conducted by the chief surgeon, and he conversed with the wounded.

GERMAN CREDIT IN AMERICA.

London, April 25.
 The *Vardantische* publishes an official statement which says that American bankers have taken up nine monthly crechequer bonds to the amount of \$10,000,000 for the purpose of strengthening German credit in the United States.

ENGLISH F. A. CUP FINAL.

London, April 24.
 In the 2nd for the English Football Association Cup, Sheffield United beat Chelsea by 3 goals to nil at Manchester.

INDIAN STUDENTS' SUCCESSSES.

London, April 24.
 Three Indian students, Bircatra Dey, Mian Khan, and Emon Sanjani, have graduated as Bachelors of Science and Engineering at Glasgow University.

THE KIKUYU CONTROVERSY.

Archbishop of Canterbury's Decision.

London, April 24.
 The Archbishop of Canterbury, in his decision on the Kikuyu controversy, says the Diocesan acts rightly in sanctioning when circumstances seem to require admission to Holy Communion of a devout Christian to whom the ministrations of his own Church are for the time inaccessible. On the other hand, no sanction can be given to the acceptance of communion by members of the Church of England at the hands of an unepiscopally-ordained minister. The joint Communion service at Kikuyu, though open to no criticism under the circumstances, must not be regarded as establishing in any way the principle of inter-Communion.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.
 JOINED.
 Pte. A. Lamberton joined the Corps on 26th April, and was posted to Scouts Company.

MEDICAL ORDER.
 Every member of the Corps sleeping at Headquarters or at the former German Club must use the mosquito net supplied to him.
 PARADES.
 Parades for Tuesday, 27th instant—5 p.m.—Civil Service Co.—Table "C"; M.G. Course on Kennedy Road Hanger; 5.10 p.m.—Centre Section M.G. Co.—Table "C"; M.G. Course at Kowloon Dock. Launch leaves Statue Pier at 4.30 p.m.
 5.30 p.m.—No. 1 Section Artillery Battery and Left Section M.G. Co.—10 p.m. drill with muskets at Headquarters. Right Section M.G. Co.—Lecture at Headquarters. Scouts Company—Squad and Company drill at Happy Valley. Full in on road between Law Courts and City Hall at 5.15 p.m. and proceed by special train. Remainder, nil.

HONGKONG VOLUNTEER RESERVE.

Orders by Major Hakema, O.C.H.E.V.R.

PARADES.
 A, B and C Companies (with the exception of those members on duty with the main guard) will parade at 5.15 p.m. on Tuesday, April 27th, and Friday, April 30th, in the road between the Law Courts and the Cricket Ground. Dress drill order.
 D Company will parade under Company Sgt.-Maj. Cooke at Volunteer Headquarters at 5.15 p.m. on Wednesday, April 28th. Dress drill order.
 Recruits will parade under Company Sgt.-Maj. Bond on the Cricket Ground at 5.15 p.m. on April 28th and 29th and May 2nd. Dress drill order.
 Signaller will parade in Murray Battery at 5.15 p.m. on Wednesday, April 28th.

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 Signaller will parade in Murray Battery at 5.15 p.m. on Wednesday, April 28th.
 One infers a certain perplexity in newspaper offices as to the proper way of pointing Mr. Arthur Roberts's joke about his underwear. "They were laying a rest," said the witness, "they were laying a rest—rubber-tyred." That is "The Times" version, also the "Daily Mail's." But the "Telegraph" and the "Morning Post" both make it "dred," and the cautious "Chronicle" says: "They were tired—rubber-tyred." Which was right? It adds no light to the problem to recall that there is not the least reason why the word "tyre" (being derived from "tire") should be spelt with a "y."

Today's Advertisements

THEATRE ROYAL.



THE HOWITT & PHILLIPS COMPANY.

For Three Performances Only.

WEDNESDAY, 25th April	By Special Desire Mrs. DOT
THURSDAY, 29th April	The World Wide-Screening Farce Comedy CHARLEY'S AUNT
FRIDAY, 30th April	Last Performance Under the Distinguished Patronage and in the Presence of Major General F. H. Kelly, C.B. DAVID GARRICK Followed by the Great "DER TAG" by Sir J. M. Barrie. This one Act Play caused tremendous Sensation in London recently. 50 per cent. of THIS NIGHT'S GROSS RECEIPTS will be given to the Tobacco and Cigarette Fund for the Soldiers at the Front.

PRICES AS USUAL.
 Commencing at 9.15 p.m. Sharp.
 BOOKING AT MOUTRIE'S.
 Hongkong, 26th April, 1915.

TO LET. BOARD and RESIDENCE for Gentle- men with English Family in Kowloon. Apply "O.K." Care of "CHINA MAIL" Office. Hongkong, April 26, 1915. 385	"OVERLAND CHINA MAIL" THE WEEKLY EDITION OF THE "CHINA MAIL" CONTAINS ALL THE NEWS OF THE WEEK PRICE 20 cts. (Cash) per Copy.
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Malthoid Roofing

FOR PARTICULARS & PRICES

Apply to the Agents

BRADLEY & Co., Ltd. Machinery Dept.

TRUTHS

ABOUT TANSAN

— SOME POINTS WORTH REMEMBERING —

WILKINSON'S TANSAN

NATURE'S MOST BOUNTIFUL GIFT—
IS THE CHOICEST OF ALL CHOICE

WATERS

THIS IS NO IDLE BOAST; IT IS SO

WILKINSON'S TANSAN	secured 100% marks for purity at the Taisho Exhibition this year.
WILKINSON'S TANSAN	has won 3 Gold Medals this year.
WILKINSON'S TANSAN	has been declared by Japan's leading Analysts (who have signed a statement to the effect) "The Purest Natural Mineral Water in Japan."
WILKINSON'S TANSAN	has by means of the latest scientific process been proved to contain a larger percentage of Radium than any other known mineral water.

DRINK WILKINSON'S TANSAN

EVERY DAY FOR GOOD HEALTH.

The Clifford-Wilkinson Tansan Mineral Water Co., Ltd., KOBE.

SOLE AGENTS.

GANDE, PRICE & Co. Ltd HONGKONG.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
LONDON via Suez, PANAMA, COLON, PORT SAID & NORE.	NORE	3 p.m.	Freight and Passengers.
CHANGHAI, MOJI, KURE, NAGOYA & YOKOHAMA.	NOBIA	2nd May.	Freight and Passengers.
SOUNDON, via Suez, PANAMA, COLON, PORT SAID & NORE.	SARDINIA	7th May.	See Special Notice.
CHANGHAI, MOJI, KURE, NAGOYA & YOKOHAMA.	NOBIA	12th May.	Freight and Passengers.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

FOR VICTORIA, B.C. AND TACOMA VIA MANILA, KURE, MOJI, KURE, YOKOHAMA AND YOKOHAMA.

S.S. 'SEATTLE MARU'.....	Capt. T. Saito	Friday, 14th May at 3 p.m.
S.S. 'MEXICO MARU'.....	Capt. N. Kobayashi	Monday, 31st May at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE AND COLOMBO.

S.S. 'STU MARU'.....	Capt. D. Fuchigami	Wednesday, 28th April at 7 a.m.
S.S. 'JAVI MARU'.....	Capt. Y. Yamamoto	Saturday, 1st May at 7 a.m.

FOR PANSUI AND KURELUNG VIA SVATOW AND AMOY.

S.S. 'DAIJI MARU'.....	Capt. K. Murakami	Sunday, 2nd May, at Noon.
S.S. 'KANO MARU'.....	Capt. Y. Yamamoto	Wednesday, 26th April, at 10 a.m.

FOR ANPING AND TAKOW VIA SVATOW AND AMOY.

S.S. 'SOSU MARU'.....	Capt. A. Kobayashi	Wednesday, 26th April, at 10 a.m.
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FOR HAIPHONG (DIRECT).

S.S. 'EJYO MARU' Captain Inamatsu, leaving on TUESDAY, the 27th April at 10 a.m.

S.S. 'DAIGI MARU' Captain S. Tokushige, leaving on SATURDAY, the 1st May at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fan. These Steamers will arrive at and depart from the Hong Kong Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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EASTERN	28th April	15th May, at 10 a.m.
ALDENHAM	14th May	28th May, at 10 a.m.
ST. ALBANS	24th June	22nd June, at 10 a.m.
EMPIRE	17th July	17th July, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND 'APCAR LINE'.

Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
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For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S. 'HOLTON CASTLE'..... on or about 28th April.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. 'RIJUN MARU' For Batavia, Samarang, Sourabaya, Makassar & Balikpapan..... 15th May.

S.S. 'BORNEO MARU' For Batavia, Samarang, Sourabaya, Makassar & Balikpapan..... 18th May.

S.S. 'HORO MARU' For Batavia, Samarang, Sourabaya, Makassar & Balikpapan..... 9th June.

S.S. 'BAYRI MARU' For Batavia, Samarang, Sourabaya, Makassar & Balikpapan..... 12th June.

S.S. 'RIJUN MARU' For Batavia, Samarang, Sourabaya, Makassar & Balikpapan..... 8th July.

For Freight or Passage, apply to

DODWELL & CO., LTD., Agents.

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PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 18000 tons	NILE 18000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

'THE SUNSHINE BELT'—The Most Comfortable Route to America and Europe.

S.S. MONGOLIA.....	Sailing	Tuesday, 4th May, 1 p.m.
S.S. PERIA.....	"	Tuesday, 18th May, Noon.
S.S. KOREA.....	"	Wednesday, 26th May, 1 p.m.
S.S. SIBERIA.....	"	Tuesday, 1st June, 1 p.m.

These steamers are famous for their modern equipment, comfort, and the expediency of the service, which is under the personal supervision of Mr. Y. Mori, the world-famous steamship agent. Large staterooms, equipped with electric fans, and running water. Dining saloon, equipped with electric lighting. Numerous amusements—billiard, tennis, etc. Full and complete service—free of charge—throughout the trip. The Safety and Comfort of Passage in Our Fleet Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 211.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailing from Hongkong—subject to change without notice.

Steamer. Displacement Tons & Speed. Leave Hongkong.

S.S. 'NIPPON MARU'.....11,000-15 knots.....Tues., 27th April at 10.30 a.m.

S.S. 'SHINYO MARU'.....11,000-15 knots.....Tues., 11th May at Noon.

S.S. 'CHIYO MARU'.....11,000-15 knots.....Tues., 8th June at Noon.

S.S. 'TENYO MARU'.....11,000-15 knots.....Tues., 29th June at Noon.

via MANILA, Omittling Shanghai.

First Class to London.....£71-10. Return (6 months) £120.

" New York.....£80-00. " " £96-10.

" San Francisco.....£45-00. " " £58-00.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD Tickets issued in connection with all the principal Mail Lines and the Trans-Pacific Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Displacement Tons & Speed. Sailing.

S.S. 'RIYO MARU'.....14,000-15 knots.....Wednesday, 12th May.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
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MARSHALLS & LONDON

via SINGAPORE

S.S. 'MIYASAKI MARU'.....THURSDAY, 12th May, at Noon.

MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID

S.S. 'KITANO MARU'.....THURSDAY, 20th May, at Noon.

VICTORIA, B.C. & SEATTLE

via KURELUNG

S.S. 'SADO MARU'.....TUESDAY, 4th May, at Noon.

SHANGHAI, MOJI, KURE, YOKOHAMA & YOKOHAMA

S.S. 'AWA MARU'.....TUESDAY, 18th May, at 4 p.m.

SYDNEY and MELBOURNE

via MANILA, THURSDAY, 17th May, at 11 a.m.

S.S. 'HITACHI MARU'.....TUESDAY, 15th June, at 4 p.m.

DAI ISLAND, COVES, VILLAGE and BRISBANE

S.S. 'KAWA MARU'.....TUESDAY, 11th May, at 10 a.m.

BOMBAY via SINGAPORE

S.S. 'CEYLON MARU'.....SATURDAY, 1st May, at Noon.

MALACCA AND COLOMBO

S.S. 'PENANG MARU'.....SATURDAY, 15th May, at 10 a.m.

AGASSAKI, KURE & YOKOHAMA

S.S. 'TAKANO MARU'.....TUESDAY, 11th May, at 10 a.m.

SHANGHAI, KURE & YOKOHAMA

S.S. 'HIRANO MARU'.....TUESDAY, 11th May, at 10 a.m.

SHANGHAI, KURE & YOKOHAMA

S.S. 'TOSU MARU'.....TUESDAY, 11th May, at 10 a.m.

SHANGHAI & KURE

S.S. 'KANAGAWA MARU'.....FRIDAY, 30th April, at Noon.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
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S.S. 'MIYASAKI MARU'.....15,000 tons.....Thursday, 13th May.

S.S. 'KITANO MARU'.....15,000 tons.....Thursday, 20th May.

S.S. 'FUSHIMI MARU'.....15,000 tons.....Thursday, 3rd June.

S.S. 'HIRANO MARU'.....15,000 tons.....Thursday, 17th June.

S.S. 'KATUBI MARU'.....15,000 tons.....Thursday, 1st July.

S.S. 'KAMO MARU'.....15,000 tons.....Thursday, 15th July.

FOR AMERICA.

S.S. 'SADO MARU'.....15,000 tons.....Tuesday, 4th May.

S.S. 'AWA MARU'.....15,000 tons.....Tuesday, 18th May.

S.S. 'SHIZUKA MARU'.....15,000 tons.....Thursday, 27th May.

S.S. 'AKI MARU'.....15,000 tons.....Tuesday, 10th June.

S.S. 'TAMBA MARU'.....15,000 tons.....Tuesday, 23rd June.

KUROMOTO, Manager.

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	KANTO	April 27, at 11 a.m.
MANILA, CEBU & ILOILO	TAKINGO	April 27, at 4 p.m.
SHANGHAI	ANHUI	April 27, at 4 p.m.
SHANGHAI	SHANGHAI	April 28, at 4 p.m.
SHANGHAI	LIANGCHOW	April 29, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	May 4, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming' & 'Tean'. Excellent Saloon accommodation, amidehips. Electric Fans fitted. Extra state-rooms on deck, etc. on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chuan' and the s.s. 'Kanchow', 'Lanchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HAIPHONG	LOKSANG	THURSDAY, April 29, at 10 a.m.
SAINDAAN	MAUSANG	THURSDAY, April 29, at Noon.
SHANGHAI via SVATOW	SEANG	TUESDAY, April 29, at 9 p.m.
HAIPHONG	TAKEANG	SATURDAY, May 1, at 10 a.m.
MANILA	YUENSANG	SATURDAY, May 1, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, May 8, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nansan & Fookang leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fookang, Kusan, and Nansan leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Davao, Singapore, Tawau, Uman, Jesselton and Labuan.

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BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 315.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	DATE OF DEPARTURE
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LONDON.....'MONMOUTHSHIRE'.....5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 216 Sub Bk. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. 'SANTHA', 5,192 tons, Capt. Robertson, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 27th April.

S.S. 'SANGOLAI', 6,184 tons, Capt. Milne, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th May.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 216 Sub Bk. No. 9.

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STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, HENDRA, RANEA PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PRESIAN GULF, COCHIN, EAST, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'SARDINIA', Captain J. T. Jervant, carrying the Majesty's Mails will be despatched from this port for BOMBAY,

